

**The Florida Senate**  
**BILL ANALYSIS AND FISCAL IMPACT STATEMENT**

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

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Prepared By: The Professional Staff of the Committee on Transportation

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BILL: CS/SB 1394

INTRODUCER: Transportation Committee and Senator Brandes

SUBJECT: Department of Highway Safety and Motor Vehicles

DATE: January 29, 2016

REVISED: \_\_\_\_\_

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Jones	Eichin	TR	<b>Fav/CS</b>
2.			ATD	
3.			FP	

**Please see Section IX. for Additional Information:**

COMMITTEE SUBSTITUTE - Substantial Changes

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**I. Summary:**

CS/SB 1394 revises multiple laws administered by the Department of Highway Safety and Motor Vehicles (DHSMV). Specifically, the bill:

- Defines the terms “Service Patrol Vehicle” and “Driver-Assistive Truck Platooning”;
- Adds Service Patrol Vehicles engaged in certain activities to the “Move Over Act”;
- Requires a qualified sobriety and drug monitoring program be used in addition to an ignition interlock device when such device is required;
- Allows buses to be equipped with two red rear lights that indicate a bus is stopping;
- Allows operators of a vehicle operating with driver-assistive truck platooning technology be exempt from the prohibitions against following too closely and having an electronic display while being operated;
- Modifies the amount of time an individual must notify the DHSMV of an address or name change on a driver license, identification card, or motor vehicle registration to provide consistency;
- Prohibits law enforcement from issuing a citation for an expired registration until the last day of the month of the year the registration expires, as indicated on the registration sticker;

- Provides that the DHSMV will provide identification cards to offenders in custody or under the supervision of the Florida Department of Juvenile Justice (DJJ) at no charge; and
- Requires the DHSMV to issue no-charge identification cards to individuals whose driver license is suspended or revoked due to a physical or mental condition.

The bill takes effect October 1, 2016.

## II. Present Situation:

Due to the various issues addressed in the bill, the present situation for each section is discussed below in Effect of Proposed Changes.

## III. Effect of Proposed Changes:

### Service Patrol Vehicles and the Move Over Act (Sections 1 and 3)

#### *Present Situation*

##### The Move Over Act<sup>1</sup>

The Move Over Act relates to the operation of motor vehicles when approaching:

- An authorized emergency vehicle parked on the roadside and displaying any visual signals;
- A sanitation or utility vehicle performing services on the roadside; or
- A wrecker displaying amber rotating or flashing lights performing a recovery or loading on the roadside.

When approaching these vehicles, if the driver is along a highway with more than two lanes, the driver must vacate the lane closest to the service provider, when safe to do so. If the driver cannot safely vacate the lane, the driver must reduce his or her speed to 20 miles per hour (mph) under the posted speed limit for speed limits greater than 25 mph, or to 5 mph if the posted speed limit is 20 mph or less.

Section 316.126, F.S., also requires a driver yield to a moving emergency vehicle, however, these requirements do not relieve a driver of an emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

A violation of the Move Over Act is a noncriminal traffic infraction punishable as a moving violation. Violators are subject to a \$30 penalty<sup>2</sup>, court costs<sup>3</sup>, and three points assessed against the violator's license<sup>4</sup>.

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<sup>1</sup> Section 316.126(1)(b), F.S.

<sup>2</sup> Section 318.18(2)(d), F.S.

<sup>3</sup> Depending on jurisdiction, court costs may increase the total penalty up to \$128; Florida Court Clerks and Comptrollers, *Distribution Schedule* (July 1, 2015), available at: [http://c.ymcdn.com/sites/www.flclerks.com/resource/resmgr/Public\\_Documents\\_/2015\\_Distribution\\_Schedule\\_w.pdf](http://c.ymcdn.com/sites/www.flclerks.com/resource/resmgr/Public_Documents_/2015_Distribution_Schedule_w.pdf) at 36. (last visited Jan. 22, 2016)

<sup>4</sup> Section 322.27(3)(d)7., F.S.

### Service Patrol Vehicles

Service Patrol Vehicles, also known as Road Rangers, provide free highway assistance services to motorists. Road Rangers provide services along Florida's highway systems, including assisting stranded motorists, removing debris from the roadway, and assisting during traffic accidents. Since the inception of the program in 2000, the Road Rangers have made over 4.3 million service assists.<sup>5</sup>

### *Effect of Proposed Changes*

**Section 1** of the bill amends s. 316.003, F.S., to define the term "service patrol vehicle."

**Section 3** provides that a service patrol vehicle performing official duties or services along a roadside and displaying amber rotating or flashing lights be included in the Move Over Act. Motorists will be required to move a lane over or slow their vehicle while a service patrol vehicle is displaying their lights and performing official duties along the highway.

The bill also adds that a utility service vehicle must display visual signs as part of being included in the act.

This change seeks to provide greater safety for motorists and public safety professionals.

### **Qualified Sobriety and Drug Monitoring Program (Sections 4, 14, and 15)**

#### *Present Situation*

Florida Statutes defines a "qualified sobriety and drug monitoring program" as an evidence-based program<sup>6</sup>, approved by the DHSMV, in which participants are regularly tested for alcohol and drug use.<sup>7</sup> The program may monitor alcohol or drug use through:

- Breath testing twice a day;
- Continuous transdermal alcohol monitoring; or
- Random blood, breath, urine or oral fluid testing.

Preference is given to testing modalities that provide the best ability to sanction a violation as close in time as reasonably feasible to the occurrence of the violation.

For a second or subsequent DUI offense the court may order a person participate in such program in addition to installation of an ignition interlock device (IID).

Federal Law requires states provide a minimum penalty for drivers convicted of a second or subsequent DUI offense. Specifically, the offender shall receive a driver license suspension for at least one year, *or* a combination of suspension followed by a reinstatement of limited driving

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<sup>5</sup> Florida Department of Transportation website, *Road Rangers Service Patrol*, [http://www.dot.state.fl.us/trafficoperations/traf\\_incident/rangers/rranger.shtm](http://www.dot.state.fl.us/trafficoperations/traf_incident/rangers/rranger.shtm) (last visited Jan. 22, 2016).

<sup>6</sup> Section 316.193(6)(j)3., F.S., defines an "evidence-based program" as one that satisfies at least two of the following requirements: (a) The program is included in the federal registry of evidence-based programs and practices; (b) The program has been reported in a peer reviewed journal as having positive effects on the primary targeted outcome; and (c) The program has been documented as effective by informed experts and other sources.

<sup>7</sup> Section 316.193(6)(j), F.S.

privileges or alcohol treatment program if used with the installation of an IID.<sup>8</sup> In December 2015, the FAST Act became federal law.<sup>9</sup> Effective October 1, 2016, the FAST Act requires drivers convicted of a second or subsequent DUI penalty receive, for a period of not less than one year:

- A suspension of all driving privileges;
- A restriction on driving privileges that limits the individual operating only motor vehicles with an IID installed<sup>10</sup>;
- A restriction on driving privileges that limits the individual to operating a motor vehicle only if participating in and complying with a 24-7 sobriety program<sup>11</sup>; *or*
- Any combination of the above.

According to the Act, federal grants may be provided to states that provide a 24-7 sobriety program to be used for expenditures designed to reduce impaired driving.

#### Costs Associated with Sobriety and Drug Monitoring Programs

Participation in a qualified sobriety and drug monitoring program, as well as using an IID, is at the participant's sole expense.<sup>12</sup> The expense to the individual participating in a sobriety and drug monitoring program depends on the modalities used to monitor the individual. For example, twice a day breathalyzer testing are \$4 a day, transdermal alcohol monitoring bracelets are \$10 a day, and drug sweat patches are \$40 per patch (which is applied every 7-10 days).<sup>13</sup> By its nature, the monthly expense to individuals required to participate in random drug testing cannot be estimated.

Comparatively, IIDs cost, on average, \$70-\$150 for installation and around \$60-\$80 per month.<sup>14</sup> According to an Office of Program Policy Analysis and Government Accountability (OPPAGA) report, of the offenders required to install an IID in order to reinstate any driving privilege approximately 51 percent do not install the device.<sup>15</sup> According to the report, the costs associated with the installation and monitoring of an IID (in addition to the multiple costs associated with a DUI conviction) may cause some individuals to be unable to install an IID. This leaves no other option for the individual to restore his or her driving privilege.

Estimates of the number of DUI offenders who continue to drive illegally because they cannot afford the cost to participate in a sobriety and drug monitoring program or have an IID installed are unavailable.

<sup>8</sup> 23 U.S.C. s. 164(a)(5)

<sup>9</sup> See Congress.Gov, *H.R.22 – FAST Act* (2015-2016), <https://www.congress.gov/bill/114th-congress/house-bill/22/text> (last visited Jan. 28, 2016).

<sup>10</sup> *Id.*; Special exceptions apply for individuals required to operate employer's motor vehicles and for individuals certified by a medical doctor as being unable to provide a deep lung breath sample.

<sup>11</sup> 23 U.S.C. 405(d)(7), defines a 24-7 sobriety program as a state law or program that requires an individual who plead guilty or was convicted of a DUI to abstain from alcohol or drugs for a period of time, and be subject to drug or alcohol testing at least twice per day, by continuous transdermal monitoring, or by an alternate method with the concurrence of the Secretary.

<sup>12</sup> Sections 316.193, F.S.

<sup>13</sup> Florida Association of DUI Programs Inc., *24-7 Sobriety Program* (on file with the Senate Committee on Transportation)

<sup>14</sup> MADD, *Ignition Interlock FAQ's*, <http://www.madd.org/drunken-driving/ignition-interlocks/interlockfaq.html> (last visited Jan. 28, 2016).

<sup>15</sup> OPPAGA, *Ignition Interlock Devices and DUI Recidivism Rates* (Dec. 2014), Report No. 14-14, at 4, *available at*: <http://www.oppaga.state.fl.us/MonitorDocs/Reports/pdf/1414rpt.pdf> (last visited Jan. 28, 2016).

### Efficacy of Programs

According to a National Highway Traffic Safety Administration case study<sup>16</sup>, there are three ways to prevent DUIs:

- Prevent driving (i.e. revoking the offender's privilege);
- Preventing driving after drinking (e.g. using IIDs); or
- Prevent drinking (e.g. 24-7 Sobriety programs).

South Dakota has been using a 24-7 Sobriety Program for "Driving While under the Influence" offenders since 2005.<sup>17</sup> Between 2005 and 2010, South Dakota had over 17,000 residents participate in the program. Counties documented a 12 percent reduction in repeat DUI arrests and a 9 percent reduction in domestic violence arrests since adoption of the program.<sup>18</sup>

IIDs have been shown to reduce DUI recidivism, when compared to administrative suspension of the driver license, while the device is installed in the vehicle; however, data is not clear whether IIDs reduce recidivism rates long term.<sup>19</sup> Additionally, the data do not capture the effects of those 51 percent of individuals ordered to install an IID who do not and who subsequently continue to drive unlawfully.

### *Effect of Proposed Changes*

**Sections 4, 14, and 15** require offenders to also participate in a sobriety and drug monitoring program when an IID is required. This requirement is effective upon October 1, 2016, which is the date the federal law allowing the use of 24-7 sobriety programs for DUI offenders goes into effect. Specifically, a sobriety and drug monitoring program is required to be used in addition to an IID upon:

- A second or subsequent DUI violation;
- A first DUI offense if the court ordered placement of an IID;
- The petition of the DHSMV for a hardship license if the DHSMV required use of an IID and ordered by the court; and
- The order of an IID by the DHSMV.

Section 4 adds that the definition of "qualified sobriety and drug monitoring program" apply to the term as used in chs. 316 and 322, F.S.

Additionally, section 4 of the bill directs the DHSMV to adopt rules providing for the implementation of qualified sobriety and drug monitoring programs.

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<sup>16</sup> NHTSA, *Transdermal Alcohol Monitoring: Case Studies* (August 2012) (on file with Senate Committee on Transportation)

<sup>17</sup> See South Dakota Office of the Attorney General, *24/7 Sobriety Program*, <http://apps.sd.gov/atg/dui247/> (last visited Jan. 28, 2016).

<sup>18</sup> Kilmer, Beau and others, *Efficacy of Frequent Monitoring with Swift, Certain, and Modest Sanctions for Violations: Insights from South Dakota's 24/7 Sobriety Project*, *American Journal of Public Health* (Jan. 2013), available at: <http://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2012.300989> (last visited Jan. 28, 2016).

<sup>19</sup> See OPPAGA report, *supra* note 15.

## **Additional Lighting on Buses (Section 5)**

### ***Present Situation***

Section 316.235, F.S., allows buses to have additional lighting on the rear of the bus to indicate a bus in slowing down, preparing to stop, or is stopped. The deceleration lighting system consists of amber lights mounted horizontally on the back of the bus, which are visible from a distance of not less than 300 feet to the rear in normal sunlight. The lights are permitted to light and flash during deceleration, braking, or idling of the bus.

### ***Effect of Proposed Changes***

**Section 5** adds that the bus deceleration lighting system shall consist of *two red or* amber lights mounted on the rear of a bus, and those lights are to be no greater than 12 inches apart.

The additional lighting will make the rear of buses slowing down, preparing to stop, or stopped more visible; thus, likely to reduce rear end collisions involving buses.

## **Driver-Assistive Truck Platooning (Sections 1, 2, and 6)**

### ***Present Situation***

In August of 2014, the National Highway Traffic Safety Administration (NHTSA) issued an advance notice of proposed rulemaking, following NHTSA's earlier announcement that the agency will begin working on a regulatory proposal to require vehicle-to-vehicle (V2V) devices in passenger cars and light trucks in a future year. V2V is a crash avoidance technology, relying on communication of information between nearby vehicles to warn drivers about dangerous situations that could lead to a crash.<sup>20</sup> NHTSA advises that, "Using V2V technology, vehicles ranging from cars to trucks and buses to trains could one day be able to communicate important safety and mobility information to one another that can help save lives, prevent injuries, ease traffic congestion, and improve the environment."<sup>21</sup>

One form of V2V technology is known as driver-assistive truck platooning (DATP), which allows trucks to communicate with each other and to travel as close as thirty feet apart with automatic acceleration and braking. A draft is created, reducing wind resistance and cutting down on fuel consumption.<sup>22</sup>

The DATP concept is based on a system that controls inter-vehicle spacing based on information from forward-looking radars and direct vehicle-to-vehicle communications. Braking and other operational data is constantly exchanged between the trucks, enabling the control system to automatically adjust engine and brakes in real-time. This allows equipped trucks to travel closer together than manual operations would safely allow. Platooning technology is increasingly

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<sup>20</sup> See the U.S. Department of Transportation Fact Sheet on Vehicle-To-Vehicle Communication Technology, *available at*: [http://www.its.dot.gov/safety\\_pilot/pdf/safetypilot\\_nhtsa\\_factsheet.pdf](http://www.its.dot.gov/safety_pilot/pdf/safetypilot_nhtsa_factsheet.pdf) (last visited Jan. 25, 2016).

<sup>21</sup> See NHTSA, *Vehicle-to-Vehicle Communications*, <http://www.safercar.gov/v2v/index.html>. (last visited Jan. 25, 2016).

<sup>22</sup> See Go by Truck Global News, *Driver Survey: Platooning*, <http://www.gobytrucknews.com/driver-survey-platooning/123> (last visited Jan. 25, 2016).

a subject of interest in the truck community, with multiple companies developing prototypes.<sup>23</sup>

One such system uses integrated sensors, controls, and wireless communications for “connected” trucks. The system is cloud-based, determining in real time whether traffic conditions are appropriate to allow specific trucks to engage in platooning operations. Using V2V communications, the system synchronizes acceleration and braking between tractor-trailers, leaving steering to the drivers, but eliminating braking distance otherwise caused by lags in the front or rear driver’s response time. The following vehicle is provided video showing the lead truck’s line of sight while the lead vehicle is provided video showing the area behind the following truck. If another vehicle enters between platooning trucks, the system will automatically increase following distance or delink the trucks and then relink once the cut-in risk has passed. If data transfer between platooning trucks ceases, the driver is immediately notified that manual acceleration and braking control is about to resume.<sup>24</sup>

Currently, s. 316.0895, F.S., prohibits a driver of a motor vehicle to follow another vehicle more closely than is reasonable and prudent. It is unlawful, when traveling upon a roadway outside a business or residence district, for a motor truck, motor truck drawing another vehicle, or vehicle towing another vehicle or trailer to follow within 300 feet of another vehicle.

Additionally, a motor vehicle operated on the highways of this state may not be equipped with television-type receiving equipment that is visible from the driver’s seat. This prohibition does not apply to an electronic display used in conjunction with a vehicle navigation system.<sup>25</sup>

### *Effect of Proposed Changes*

**Section 1** of the bill amends s. 316.003, F.S., to define the term “driver-assistive truck platooning technology.”

**Section 2** exempts two-truck tractor-semitrailer combinations from the minimum 300 foot following distance requirement when the combination is equipped and connected with driver-assistive truck platooning technology and operating on a multilane limited access facility, if:

- The owner or operator submits to the DHSMV an instrument of insurance, surety bond, or acceptable proof of self-insurance in the amount of \$1 million;
- The vehicles are equipped with external indication, visible to surrounding motorists, that the vehicles are engaged in truck platooning; and
- The vehicles are not required to be placarded pursuant to 49 C.F.R. parts 171-179, for transporting hazardous materials.

**Section 6** amends s. 316.303(3), F.S., to allow vehicles equipped and operating with driver-assistive truck platooning technology to be equipped with electronic displays visible from the driver’s seat, and to authorize the operator of a vehicle equipped and operating with truck platooning technology to use an electronic display.

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<sup>23</sup> See American Transportation Research Institute, *ATRI Seeks Input on Driver Assistive Truck Platooning* (Nov. 17, 2014), <http://atri-online.org/2014/11/17/atri-seeks-input-on-driver-assistive-truck-platooning/> (last visited Jan. 25, 2016).

<sup>24</sup> See Peloton, *FAQ*, <http://www.peloton-tech.com/faq/> (last visited Jan. 25, 2016).

<sup>25</sup> Section 316.303, F.S.

## Autonomous Vehicles (Section 6)

### *Present Situation*

Autonomous or “self-driving” vehicles are those operated “without direct driver input to control the steering, acceleration, and braking and ... designed so that the driver is not expected to constantly monitor the roadway while operating in self-driving mode.”<sup>26</sup> According to the NHTSA, autonomous vehicles have the potential to improve highway safety, increase environmental benefits, expand mobility, and create new economic opportunities for jobs and investment.<sup>27</sup>

A review of material obtained via a simple Internet search reveals that common availability and use of such vehicles was not previously anticipated for at least a couple of decades. However, some expect increased availability and use in the relative near future, perhaps no longer than in the next five years.<sup>28</sup>

### *Effect of Proposed Changes*

**Section 6** amends s. 316.303(1), F.S. to allow autonomous vehicles to be equipped with television-type receiving equipment visible from the driver’s seat if the vehicle is equipped with autonomous technology and being operated in autonomous mode.

## Updating Driver License, Identification Card, or Motor Vehicle Registration (Sections 7 and 11)

### *Present Situation*

The required timeframe for updating a driver license or motor vehicle registration to reflect an address or legal name change varies depending on the specific action and residency of the individual. Specifically:

- A new resident of the state is required to obtain a Florida driver license within the 30 days before operating a motor vehicle on the highways of this state;<sup>29</sup>
- An owner of a motor vehicle registered in this state is required to notify the DHSMV in writing of any change of address within 20 days of such change;<sup>30</sup> and
- An individual in possession of a Florida driver license or identification card who changes his or her legal name or mailing address must obtain a replacement card or license within 10 days that reflects the change.<sup>31</sup>

<sup>26</sup> See the National Highway Traffic Safety Administration’s Press Release: *U.S. Department of Transportation Releases Policy on Automated Vehicle Development*, (May 30, 2013) available at: <http://www.nhtsa.gov/About+NHTSA/Press+Releases/U.S.+Department+of+Transportation+Releases+Policy+on+Automated+Vehicle+Development> (last visited Jan. 25, 2016).

<sup>27</sup> See NHTSA, *Preliminary Statement of Policy Concerning Automated Vehicles*, [http://www.nhtsa.gov/staticfiles/rulemaking/pdf/Automated\\_Vehicles\\_Policy.pdf](http://www.nhtsa.gov/staticfiles/rulemaking/pdf/Automated_Vehicles_Policy.pdf) (last visited Jan. 25, 2016).

<sup>28</sup> See TechCrunch, *Autonomous Cars are Closer Than You Think* (Jan. 18, 2015), <http://techcrunch.com/2015/01/18/autonomous-cars-are-closer-than-you-think/> (last visited Jan. 25, 2016).

<sup>29</sup> Section 322.031, F.S.

<sup>30</sup> Section 320.02, F.S.

<sup>31</sup> Section 322.19, F.S.



### *Effect of Proposed Changes*

**Section 7** requires the owner of a motor vehicle registered in this state to notify the DHSMV in writing of any change of address within 30 days of such change instead of 20.

**Section 11** requires an individual in possession of a Florida driver license or identification card who changes his or her legal name or mailing address card to obtain a replacement card or license within 30 days, instead of 10, reflecting such change.

Both sections exclude these changes from affecting the timeframe a Sexual Offender, Sexual Predator, or Career Offender is required to notify DHSMV of such changes, which is currently 48 hours.

The DHSMV believes this change creates consistency for public benefit and law enforcement purposes.<sup>32</sup>

### **Motor Vehicle Registration Expiration and Renewal (Sections 8 and 9)**

#### *Present Situation*

Except as otherwise provided in law, every owner or person in charge of a motor vehicle that is operated in this state must register the vehicle in this state.<sup>33</sup> Most motor vehicles owned by a natural person have a registration period of either 12 or 24 months during which the registration is valid.<sup>34</sup> Section 320.055, F.S., provides that for a most naturally owned motor vehicles the registration period begins the first day of the month of the owner and ends the last day of the month preceding the owner's birth month in the succeeding year. The renewal period for registration is the 30-day period ending at midnight on the owner's birthday.

Section 320.07, F.S., provides that the vehicle registration expires at midnight on the owner's birthday. An owner of a motor vehicle, requiring registration, who operates the vehicle on the roadways without a valid registration is subject to the following penalties:

- Registration expired for a period of six months or a first offense is a nonmoving violation (\$30 fine and court costs);
- Registration expired for a period of over six months and a second or subsequent offense is a second degree misdemeanor (a fine up to \$500 and up to 60 days imprisonment).

Upon payment of the appropriate registration taxes and fees, a validation sticker is issued showing the owner's birth month a year of expiration, which is placed on the upper right corner of the license plate.<sup>35</sup> The sticker itself does not indicate the day the registration expires, only the month.

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<sup>32</sup> DHSMV, *Substantive Legislative Proposals – Fiscal Year: 2016-2017*, (on file with Senate Committee on Transportation)

<sup>33</sup> Section 320.02, F.S.

<sup>34</sup> Sections 320.055 and 320.01(19)(a), F.S.

<sup>35</sup> Section 320.06(1)(b)1., F.S.

### *Effect of Proposed Changes*

**Section 9** prohibits a law enforcement officer from issuing a citation for an expired registration until the last day of the owner's birth month of the year the registration expires, which is indicated on the registration sticker.

**Section 8** extends the registration renewal period to end at midnight on the last day of the vehicle owner's birth month.

### **No-Cost Identification Card for Certain Juvenile Offenders (Sections 10 and 12)**

#### *Present Situation*

An original identification card is \$25, which is deposited into the General Revenue Fund.<sup>36</sup> Applicants who present evidence satisfactory to the DHSMV that they are homeless or whose annual income is at or below 100 percent of the federal poverty level is exempt from such fee.

Additionally, the DHSMV issues identification cards at no charge to Florida-born inmates prior to their release from the custody of the Department of Corrections or a private correctional facility, if the inmate does not have a valid identification card.<sup>37</sup>

#### *Effect of Proposed Changes*

**Sections 10 and 12** add that the DHSMV will issue no-charge identification cards to juvenile offenders in the custody or under the supervision of the DJJ and receiving services in order to transition to adulthood.<sup>38</sup> The cards will be processed by the DHSMV's mobile issuing units.

The DHSMV believes this change will help youth offenders transitioning out of the DJJ system by providing them with an important document needed for youth to better prepare for college, employment, and financial assistance or independence.<sup>39</sup>

### **No-Cost Identification Card due to Medical Sanction of a Driver License (Section 13)**

#### *Present Situation*

Section 322.221, F.S., provides the DHSMV may require an examination or reexamination of a licensee if the DHSMV has good cause<sup>40</sup> to believe the driver is incompetent or otherwise not qualified to be licensed, including being physically or mentally unqualified to operate a motor vehicle. The examination may include determining the competence and driving ability of the driver as well as require the driver to submit medical records to be reviewed by the DHSMV's medical advisory board. Upon the conclusion of such examination, the DHSMV may suspend or revoke the driver license of such person, if the DHSMV deems that appropriate.

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<sup>36</sup> Section 322.21(1)(f), F.S.

<sup>37</sup> Sections 322.051(9) and 944.605(7), F.S.

<sup>38</sup> See s. 985.461, F.S.

<sup>39</sup> *Supra* note 28 at 3.

<sup>40</sup> Good cause as used in s. 322.221, F.S., means a licensee's driving record, report of disability to the DHSMV, or other evidence is sufficient to indicate that his or her driving privilege is detrimental to public safety.

*Effect of Proposed Changes*

**Section 13** requires the DHSMV to issue an identification card at no charge to a person whose driver license has been suspended or revoked by the DHSMV due to his or her physical or mental condition.

**Effective Date (Section 16)**

The bill takes effect October 1, 2016.

**IV. Constitutional Issues:****A. Municipality/County Mandates Restrictions:**

None.

**B. Public Records/Open Meetings Issues:**

None.

**C. Trust Funds Restrictions:**

None.

**V. Fiscal Impact Statement:****A. Tax/Fee Issues:**

None.

**B. Private Sector Impact:**

SB 1394 may have a positive fiscal impact on:

- Companies using driver-assistive truck platooning technology;
- Juvenile offenders under the supervision of DJJ who will receive a state identification card at no-charge to the juvenile; and
- Individuals whose license was suspended or revoked for a physical or mental condition who will be provided a state identification card at no-charge.

The bill will have a negative fiscal impact on DUI offenders required to install an IID on their vehicle, as they will also be required to comply with a sobriety and drug monitoring program at their expense in order to reinstate their driving privilege. With the exception of the random testing modality, the cost of which cannot be estimated, a sobriety and drug monitoring program is estimated to cost between \$120 and \$310 per month.

**C. Government Sector Impact:**

The DHSMV has indicated there could be approximately 2,500 juvenile offenders annually who will receive a free identification card.<sup>41</sup> The Revenue Estimating Conference met January 22, 2016, and estimated this section of the bill will have a recurring \$21,000 to \$23,000 negative impact to the General Revenue Fund, and a negative \$3,000 to \$5,000 negative impact to local tax collector offices.

The DHSMV estimates the cost to provide a free identification card to individuals with a suspended or revoked driver license due to the medical sanctions indicated in the bill, will result in approximately \$36,200 annually in expenditures for the free identification cards.<sup>42</sup>

**VI. Technical Deficiencies:**

Due to a drafting error, Section 8 remains in the bill conflicting with changes made in Section 9. As a result, Section 9 precludes the issuance of a citation for a lawful condition. Staff recommends retaining current law regarding the renewal period's expiration. Section 8 should be removed from the bill.

Section 14 of the bill adds in s. 322.271, F.S., that a qualified sobriety and drug monitoring program shall be ordered by the court in addition to the placement of the IID. This section of statute, however, addresses the DHSMV's review of a licensee's application for reinstatement of driving privilege. The DHSMV may require, upon review of the application, the use of an ignition interlock device. This is not a court order; therefore, it is unclear why the sobriety and drug monitoring program is to be ordered by the court.

**VII. Related Issues:**

None.

**VIII. Statutes Affected:**

This bill substantially amends the following sections of the Florida Statutes: 316.003, 316.0895, 316.126, 316.193, 316.235, 316.303, 320.02, 320.055, 320.07, 322.051, 322.19, 322.21, 322.221, 322.271, and 322.2715.

**IX. Additional Information:****A. Committee Substitute – Statement of Substantial Changes:**  
(Summarizing differences between the Committee Substitute and the prior version of the bill.)**CS by Transportation on January 27, 2016:**

The CS:

- Removes the language from the bill concerning booster seats;

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<sup>41</sup> Email from the DHSMV (Jan. 22, 2016) (on file with Senate Committee on Transportation).

<sup>42</sup> *Id.*

- Removes that vehicle registrations expire at midnight on the last day of the owner's birth month, and instead adds a prohibition on law enforcement from issuing a citation for an expired registration prior to midnight on the last day of the owner's birth month;
- Adds that buses may have, as part of its deceleration lighting system, two red lights no greater than 12 inches apart located on the rear of a bus;
- Adds that a qualified sobriety and drug monitoring program is to be used in addition to placement of an IID when an IID is required; and
- Adds that the DHSMV is directed to adopt rules providing for the implementation of the qualified sobriety and drug monitoring programs.

B. Amendments:

None.